AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph beginning at page 7, line 29 with the following rewritten version:

The piston 41 is a disk shaped member made of sheet metal, has a complex form prepared by drawing, and has an approximately uniform thickness throughout. The piston 41 is axially and circumferentially movable in the space between the front cover 2 and the turbine 4, and is disposed so as to divide this space into a front chamber F the front cover 2 side and a rear chamber R on the turbine 4 side. The piston 41 moves in the axial direction due to a pressure differential in the working fluid between the front and rear chambers F and R. The piston 41 is primarily composed of a piston unit 41a that is a disk shaped member. Further, the piston 41 includes [[a]] an inner peripheral cylindrical portion 43 that extends axially from the inner peripheral edge of the piston 41 toward the engine, and an outer peripheral cylindrical portion 44 that extends axially from the outer peripheral edge of the piston 41 toward the transmission. The inner peripheral cylindrical portion 43 is supported on an outer peripheral surface 23a of the turbine hub 23, and is axially and circumferentially movable relative thereto. In other words, the piston 41 is radially positioned by the turbine hub 23 via the inner peripheral cylindrical portion 43. A seal ring 45 is disposed on the outer peripheral surface 23a of the turbine hub 23. The seal ring 45 is in contact with an inner peripheral surface of the inner peripheral cylindrical portion 43, and seals and divides the front and rear chambers F and R at the inner peripheral portions thereof.

Please replace the paragraph beginning at page 8, line 21 with the following rewritten version:

A support portion 48 is formed on [[a]] an inner peripheral portion of the piston unit 41a of the piston 41, and more specifically, is formed on the innermost peripheral portion thereof (the portion that continues from the cylindrical portion 43). The support portion 48 supports the thrust load of the turbine 4. The support portion 48 is an annular portion having a constant radial width, and includes a flat surface 48a on the flange 24 side which extends perpendicular to the rotation axis O - O. In addition, the flange 24 has a flat surface 24a on the support portion 48 side. The flat surfaces 48a and 24a can be axially spaced from each other. However, the flat surfaces 48a and 24a are in contact with each other when the lockup clutch is in the released state shown in the Figure, and are also in contact with each other when the lockup clutch is in the engaged state (described below). In other words, the flat surfaces 48a and 24a of the support portion 48 and the flange 24 form a contact support portion 65. The support portion 48 has a radial width that is larger than the thickness of the piston 41, and is at least two or more times as large as the thickness of piston 41. The radial width of the support portion 48 is preferably in a range three or four times larger (or more) than the thickness of the piston 41.

Please replace the paragraph beginning on page 9, line 4 with the following rewritten version:

A transmission side surface 63 of the inner peripheral portion of the front cover 2 and an engine side surface 23b of the turbine hub 23 are opposing portions that face each other across an axial space. There are no other members disposed between the transmission side surface 63 and the engine side surface 23b, i.e., the transmission side surface 63 and the engine side surface 23b directly face each other in the axial direction. The Figure shows a state in which the lockup clutch 6 is released, and in particular shows a state in which the

piston 41 has moved to the furthest position away from the front cover 2 (a state in which the piston 41 has moved in the axial direction to the greatest extend possible toward the transmission side). Accordingly, a first axial space 71 of a size G1 is maintained between the friction surface 62 and the friction facing 61 in the clutch coupling portion 66, and a second axial space 72 of a size G2 is maintained between the transmission side surface 63 and the engine side surface 23b. Since G1 is much smaller than G2, an axial space can be maintained between the transmission side surface 63 of the inner peripheral portion of the front cover 2 and the engine side surface 23b of the turbine hub 23 in the clutch engaged state, even when bending or deflection occurs in the piston 41. Note that in this embodiment, the axial position of the end of the inner peripheral cylindrical portion 43 of the piston 41 matches with the axial position of the engine side surface 23b of the turbine hub 23. In other words, the axial position of the end of the inner peripheral cylindrical portion 43 of the piston 41 is in axial alignment with the axial position of the engine side surface 23b of the turbine hub 23.